

Dr. 8 - Bk 153

OFFICE OF COUNTY ENGINEER
RAMSEY CO. MINN.

PLAN Survey

COUNTY ROAD "C"

From Lexington Ave To Victoria St.

Road Acc't. No. 7

Date Filed 12-29-38

File

see if we can shift
road north on
Riething Property
A.H.C.

County Road "C"

Plan survey Lexington
Ave. to Victoria

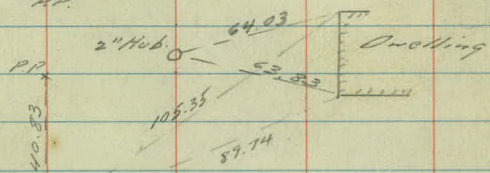
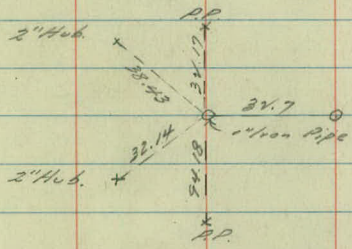
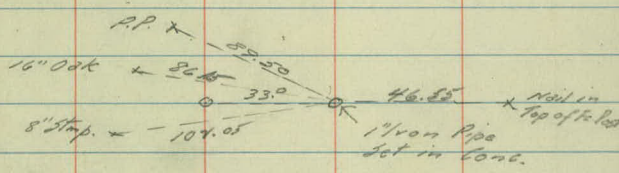
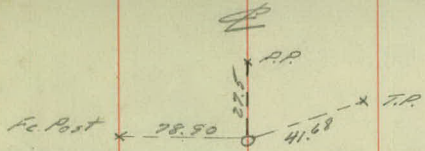
June 1938

{ H. Bratager
H. Wilke
A. Moeschter
L. Goldberg

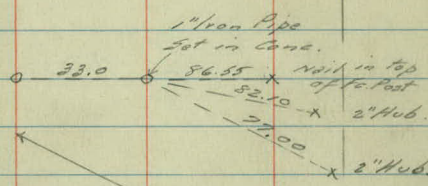
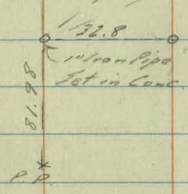
Section 2 Rose Township.

T29N - R23W.

Sta.	Point.	Angle	
		Lt.	Rt.
19+42.0	P.O.T.		
16+48.52	P.O.T.		
13+19.0	P.O.T.		
12+30.83	P.O.T.		
11+32.5	P.O.T.		
6+59.0	P.O.T.		
0+00	P.O.T.		Lexington Ave.



East

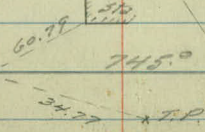


W 1/4 Cor
Sec. 2

Stone Mon.

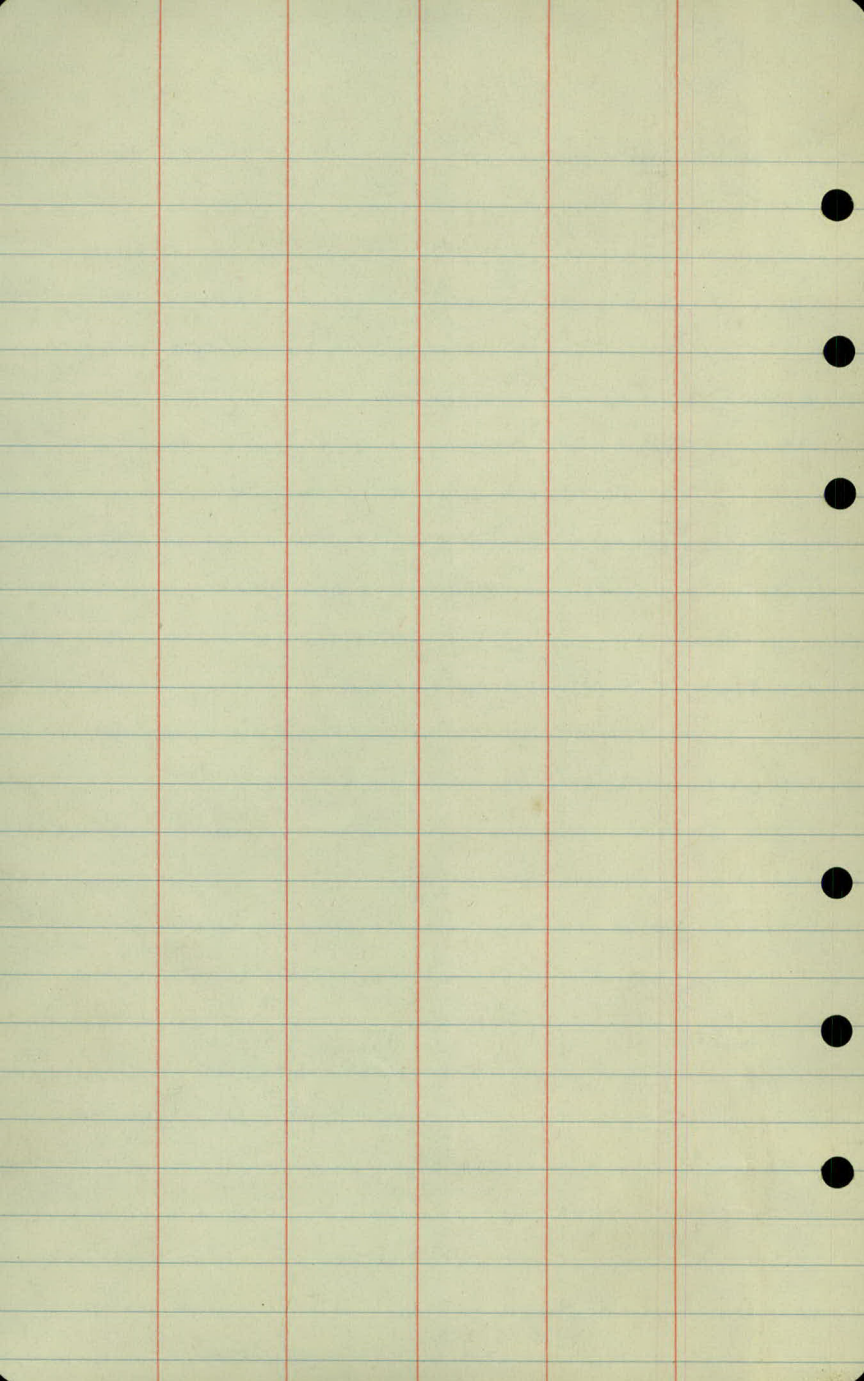
1889.4

12" Oak * 57.20

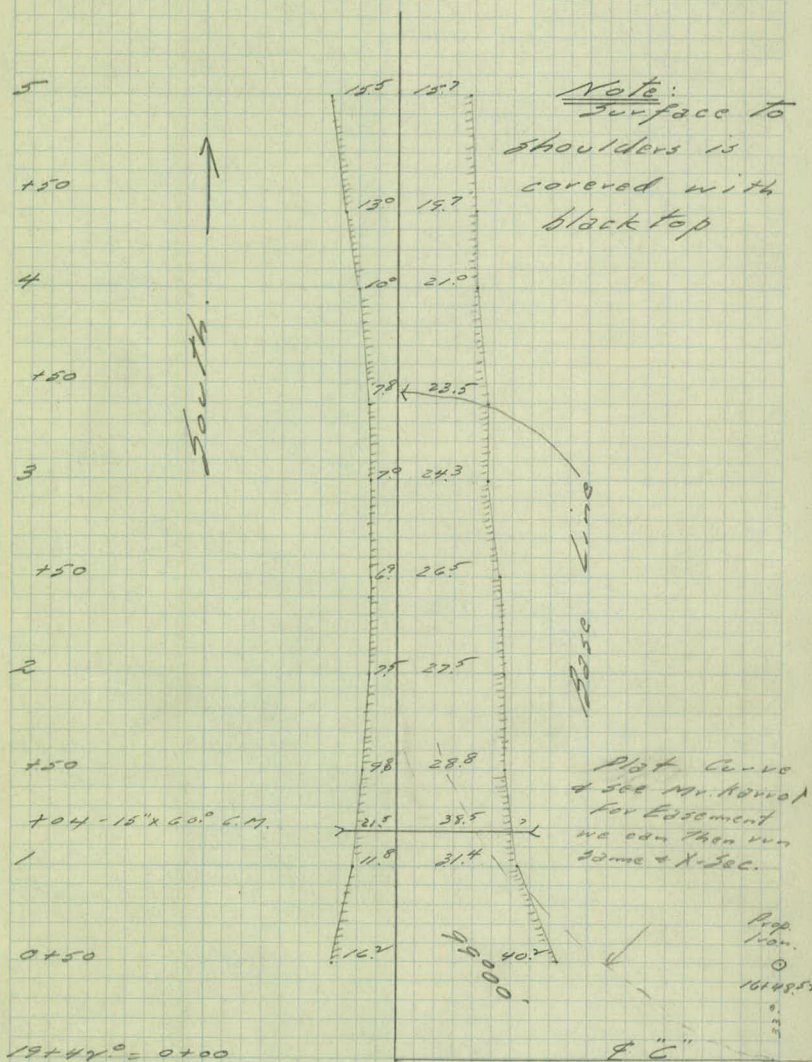


E 1/4 Cor
Sec. 2

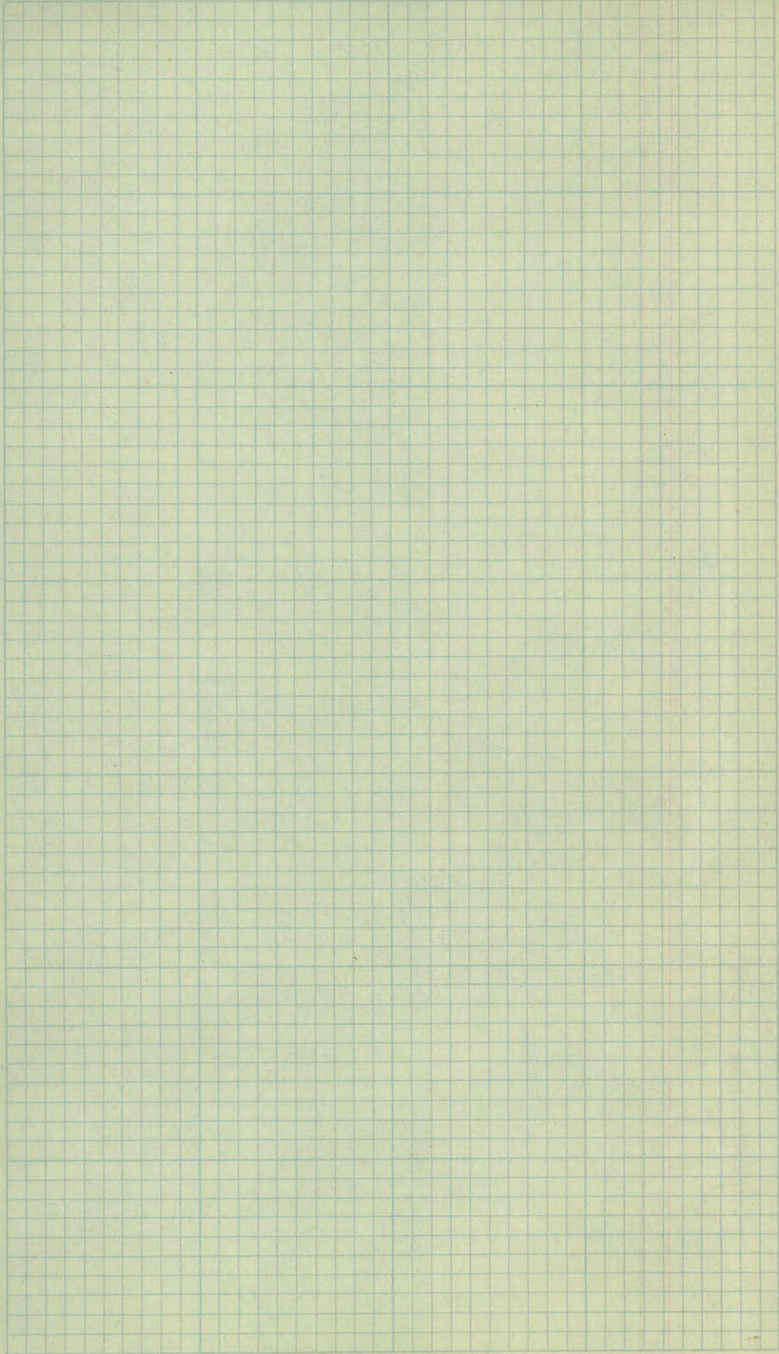
Stone Mon.



Location of shoulders of Victoria Street in Relation to "C"

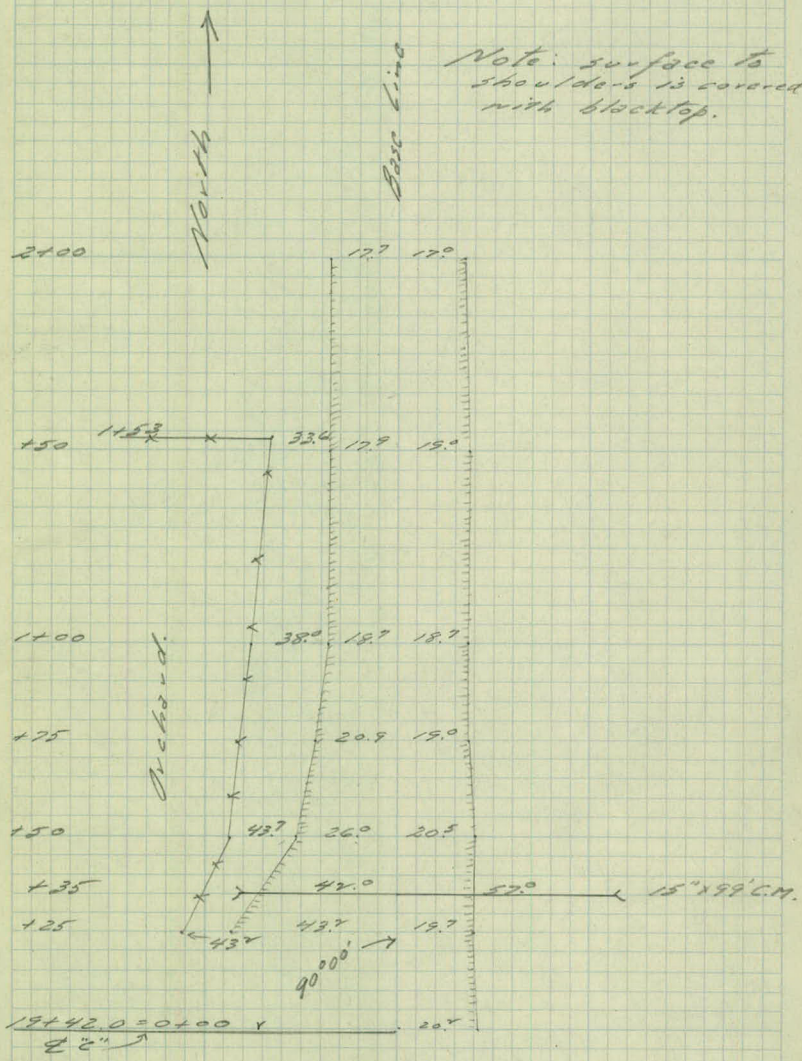


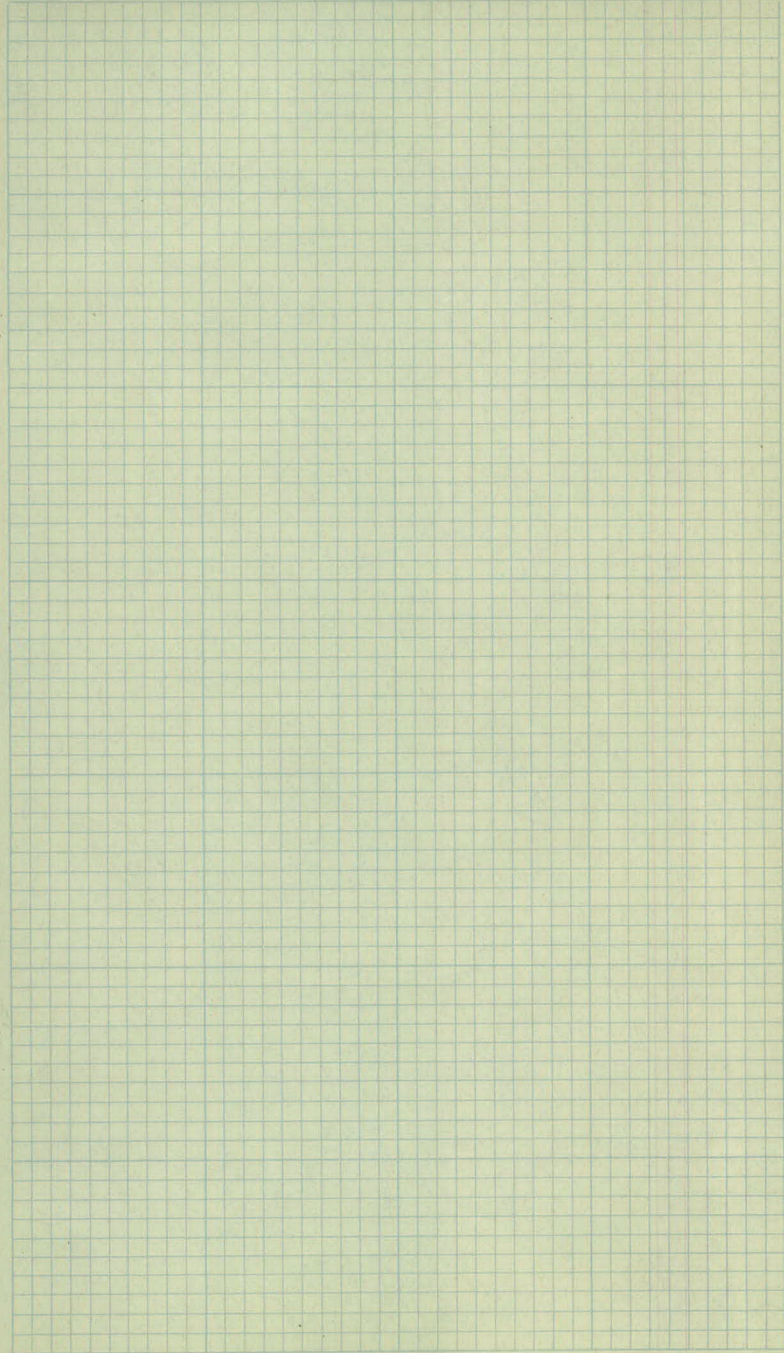
For use in determining Connecting Curves.



Location of shoulders of Victoria Street in relation to "C"

Note: surface to
shoulders is covered
with blacktop.

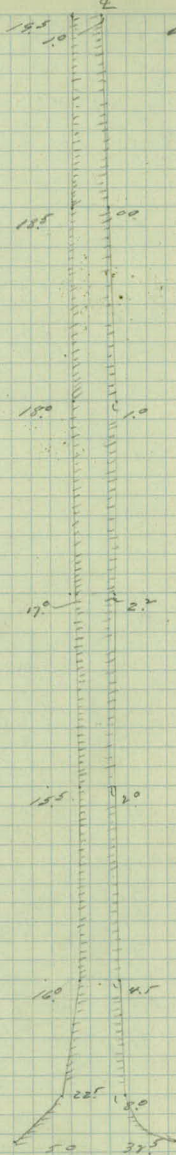




15
Topography

Co. Ed. "C" from
Lexington to Victoria.

Distances from $\frac{1}{2}$ to
Edge of Blocktop.



+40

+136

0

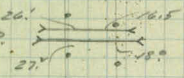
6. Ed. Rl. 22.0
198 P.P. 32.0

Ed. Rl. 1.0
191 T.P. 6.5

5. Ed. Rl. 21.5

Ed. Rl. 3.0

175 P.P. with Arc Light 31.5
+ 51 - Camb. 17" x 41.0 C.M. & V.S.P.
+ 50 - 15" x 45.0 C.M.



192 T.P. 8.0

4. Ed. Rl. 20.5

Ed. Rl. 3.5

147 P.P. 31.0

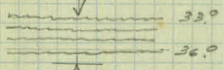
3156 T.P. 9.0

3. Ed. Rl. 20.0

Ed. Rl. 5.5

149 Ed. Rl. 19.0 (Plink)
149 Rd. Sgn. 21.0

123 P.P. 33.0
2+23 } 4 Rows
 } 8 Rows
2107 } Vines



2+34 T.P. 10.5
2120 Reg. Ed. Rl. 6.5
2115 End Fe. 10.5

1164 - 24" Elm 26.0

1145 - 24" Elm 26.0

0198 Mail Box 23.0
0156 P.P. 31.0

0154 Rd. Sgn. 24.5

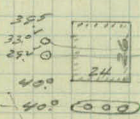
0156 Rd. Sgn. 50.0

Yard with scattered trees.

B.W. Fencing

Auto. Graveyard.

N.W. Bell Co.
Long Distance
on Rt.
1415 Reg. Fe. 14.0
1415 T.P. 11.05



Kill Station Frame
on Stone Pad.
0156 } Kill Poles for
0153 } 400 lb. to 100 lb. (Cu. m.)
0144

0132
Pumps on conc. platform
4' x 16'

Lexington

Avenue

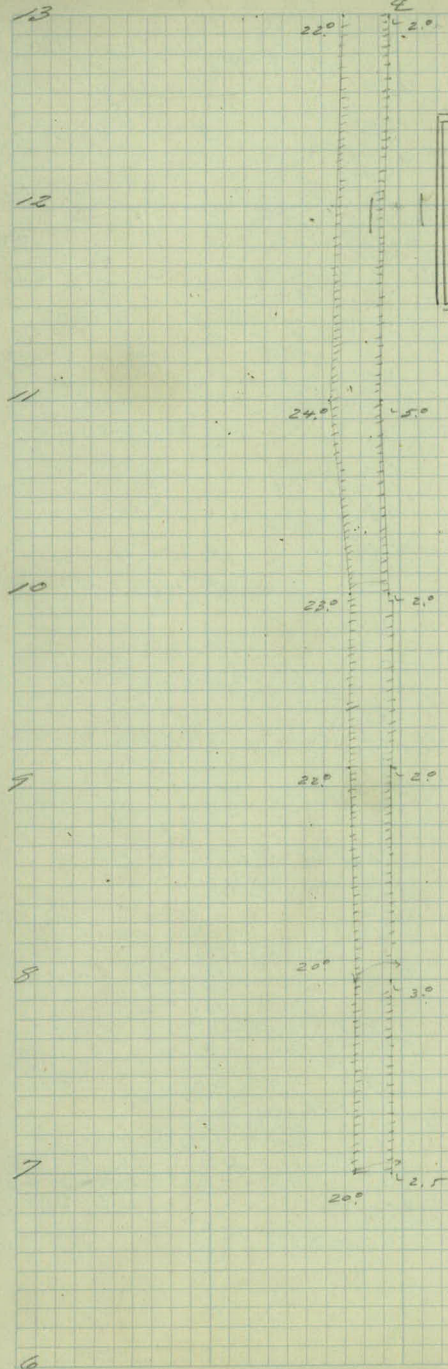
37' Conc. Paving

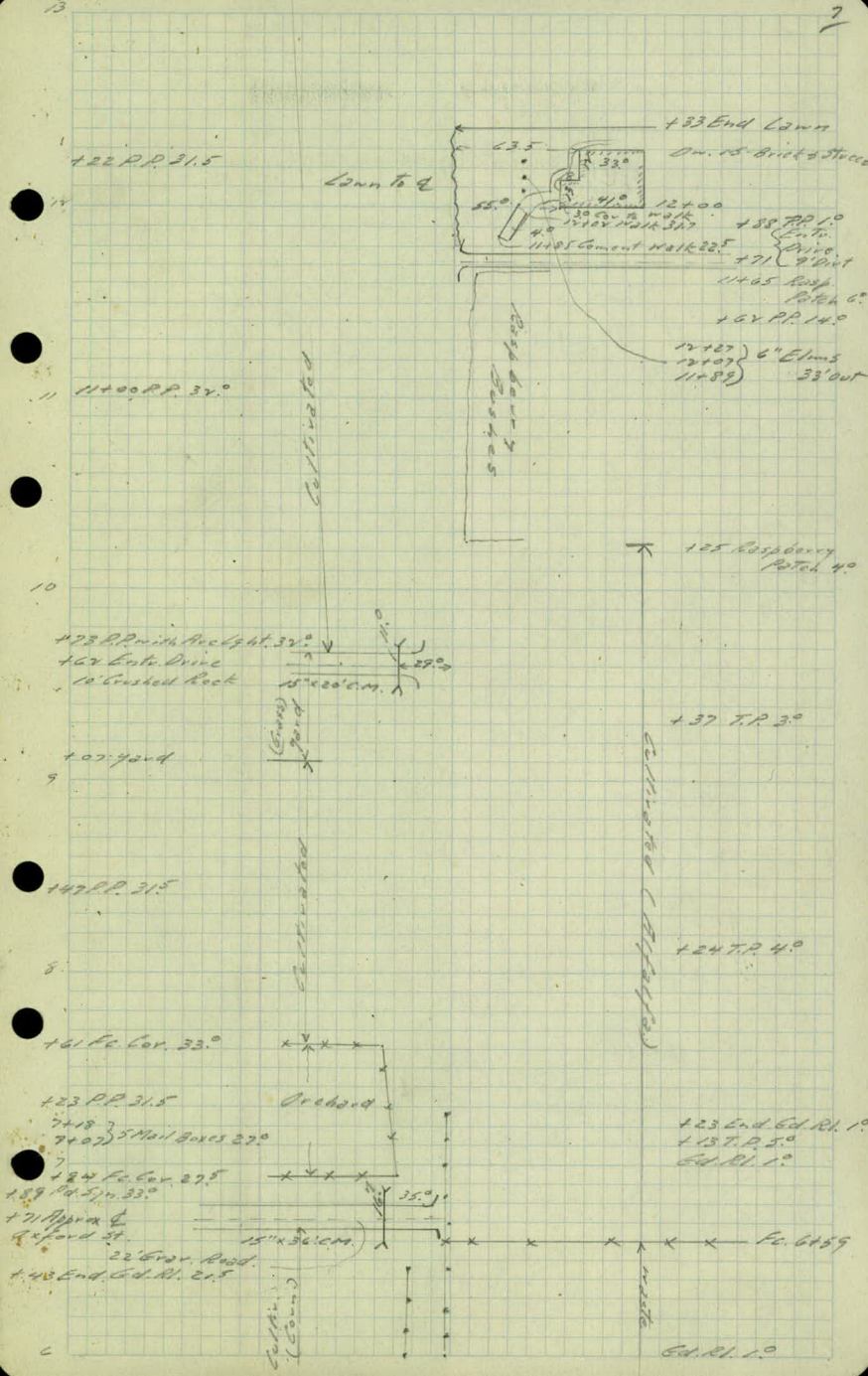
Distances from 2 to
Edge of Blacktop.

Note:

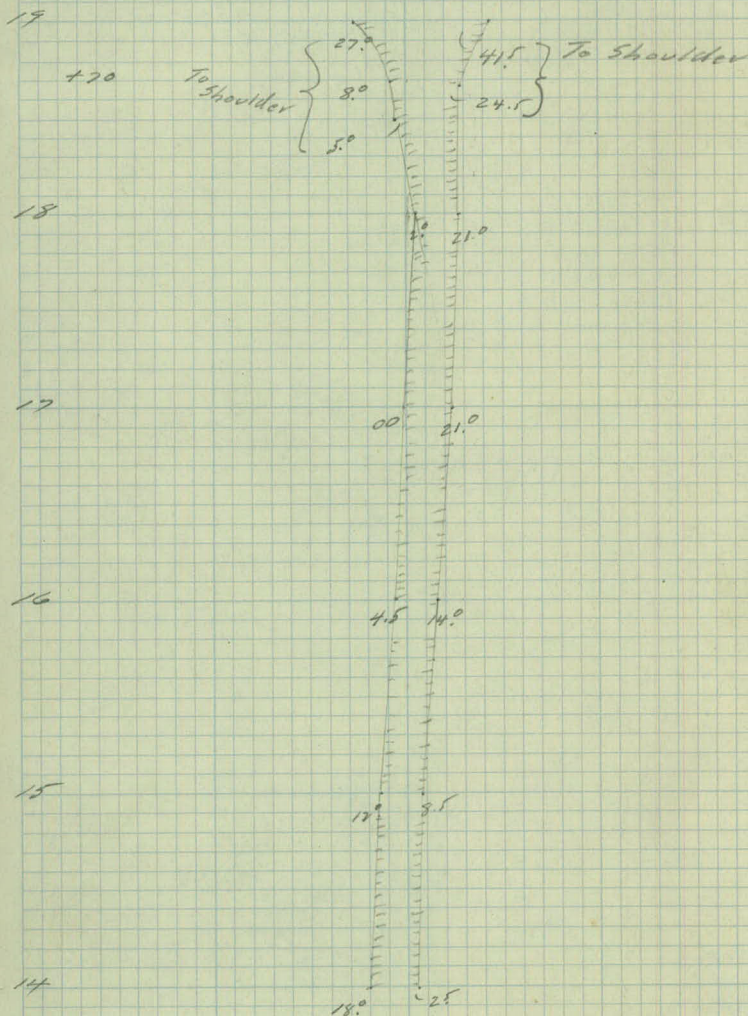
On Right Through
Cann Sta. 11+21 to
Sta. 12+33 if possible
raise grade 12" to 24"
to avoid excessive backslope
Note Elm trees at 33.0 ft

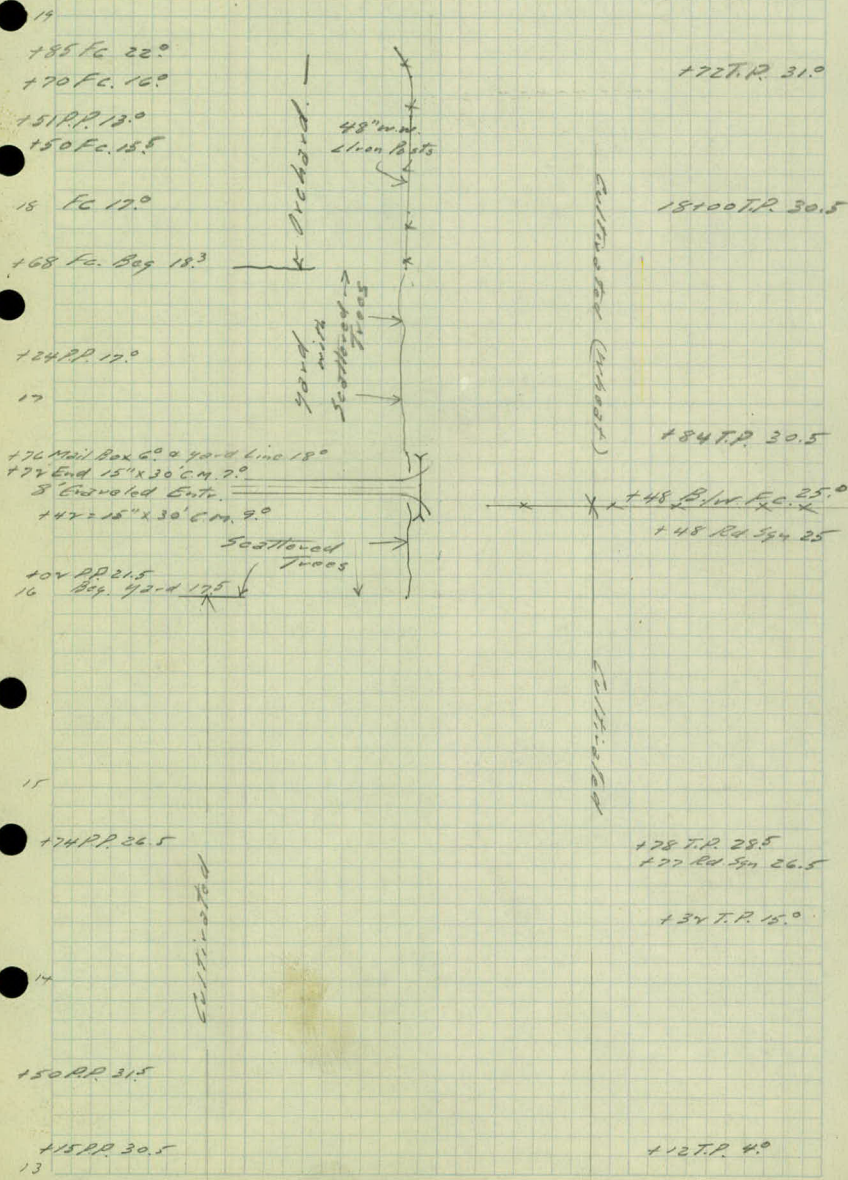
See X-Sections

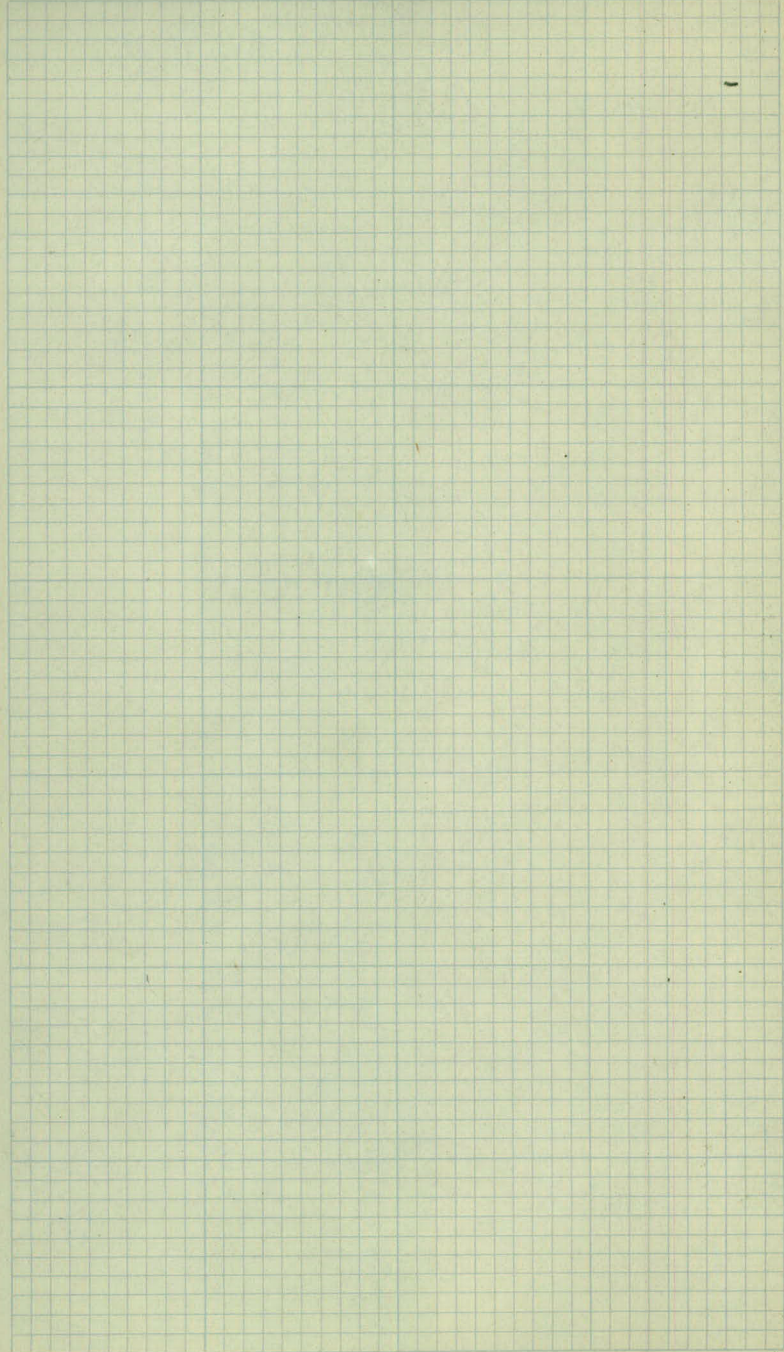




Distances from Σ
To edge of Blacktop.







9
1
French Levels
Co Rd "C"

Lex to Victoria

4/27/38

T Wilke

Moechter

+ π - Elev

B.M. 9.05 899.94 890.89

13.78 913.53 0.19 899.75

6.12 919.36 0.29 913.24

B.M. 8.06 919.36 8.06 911.30

13.75 931.84 1.27 918.09

9.72 940.88 0.68 931.16

0.85 932.70 9.03 931.85

11.76 934.50 9.96 922.74

8.87 941.90 1.41 933.03

B.M. 2.83 939.07

B.M. 2.97 914.27 911.30

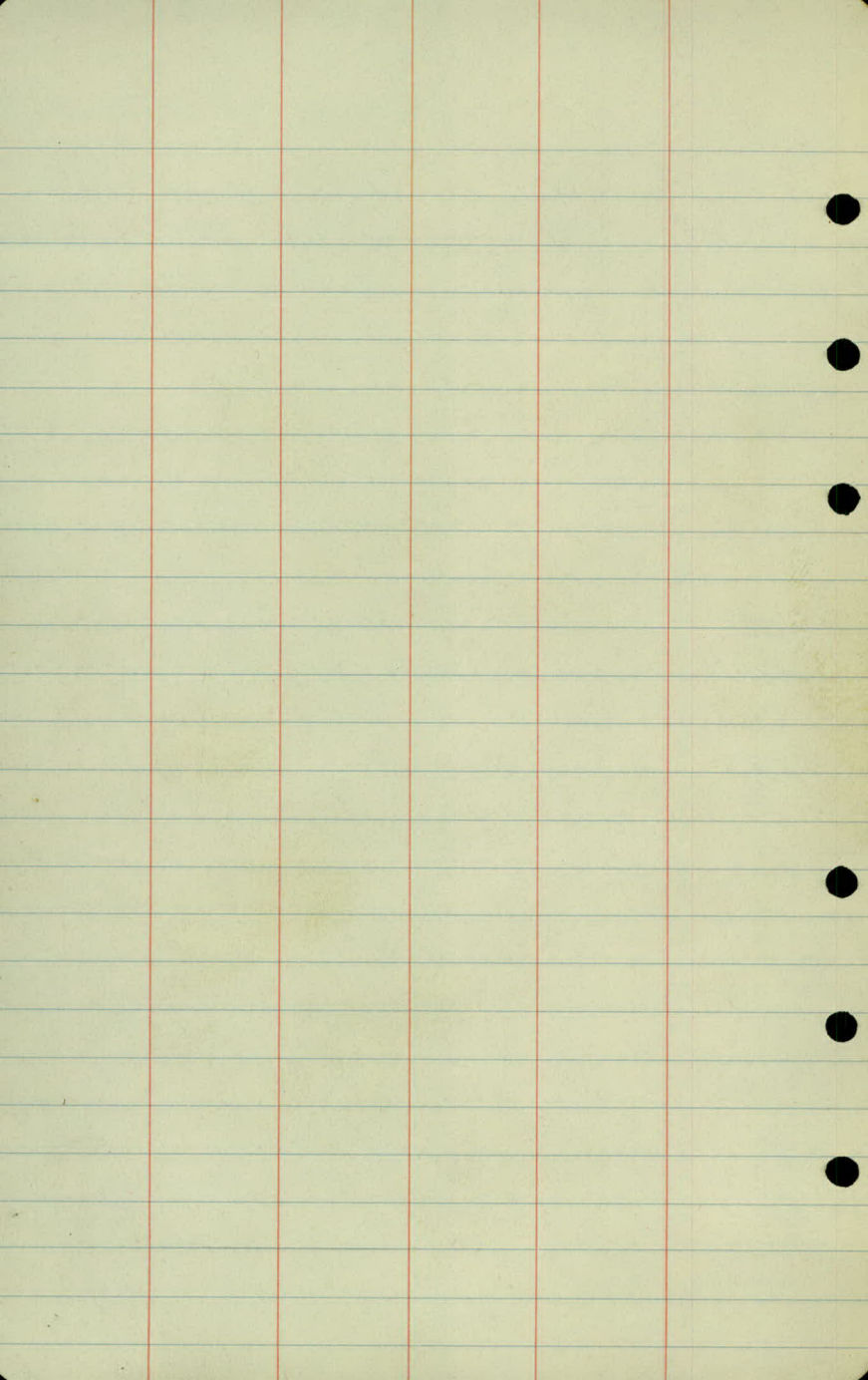
T.P. 1.40 903.06 12.61 901.66

B.M. 12.20 890.86

16
Steel Tower #165 Top of Bottom
West Angle plate NW Cor Lt Stg 5t 20

Sph. in P.P. 10' Lt Stg 19+65

Sph in 15" oak N.W. Cor Co RAC & Lex.



11
Co. Rd. "C"

Lexington to Victoria

Cross-Sections

Sta.	+	π ✓	-	Elev.
B.M.	1.77	940.84		939.07
0+00				937.2
0+13.6				36.9
0+23				36.5
0+35				35.7
+50				34.6
1+00				32.1 ✓
T.P.	2.53	934.93 ✓	8.44	934.40 ✓
+40				30.3
+70				29.1
2+00				27.8
+80				25.6
T.P.	2.93	928.90 ✓	8.96	925.93 ✓
3+00				23.7
+50				21.7

Lt.

E

Rt.

12

Sp. 140 in 15" Oak N.W. Cor. "C" & Lexington

$$\frac{29}{100}$$

$$\frac{32}{50}$$

$$\frac{36}{50}$$

$$\frac{44}{50}$$

$$\frac{54}{100}$$

$$\frac{32}{100}$$

$$\frac{34}{50}$$

$$\frac{39}{50}$$

$$\frac{47}{50}$$

$$\frac{57}{100}$$

$$\frac{47}{50}$$

$$\frac{48}{47}$$

$$\frac{42}{37}$$

$$\frac{43}{50}$$

$$\frac{53}{50}$$

Top Oil Pump
Platform
5.75

$$\frac{46}{50}$$

$$\frac{56}{25}$$

$$\frac{51}{13}$$

$$\frac{51}{50}$$

$$\frac{57}{9}$$

$$\frac{57}{25}$$

$$\frac{58}{50}$$

$$\frac{45}{50}$$

$$\frac{58}{27}$$

$$\frac{64}{24}$$

$$\frac{64}{19}$$

$$\frac{60}{12}$$

$$\frac{62}{11}$$

$$\frac{70}{28}$$

$$\frac{74}{40}$$

$$\frac{60}{50}$$

$$\frac{77}{25}$$

$$\frac{94}{22}$$

$$\frac{81}{19}$$

$$\frac{86}{10}$$

$$\frac{87}{11}$$

$$\frac{94}{24}$$

$$\frac{105}{50}$$

$$\frac{111}{50}$$

$$\frac{00}{50}$$

$$\frac{23}{25}$$

$$\frac{50}{21}$$

$$\frac{44}{10}$$

$$\frac{46}{6}$$

$$\frac{48}{14}$$

$$\frac{53}{22}$$

$$\frac{64}{25}$$

$$\frac{81}{50}$$

$$\frac{20}{50}$$

$$\frac{27}{39}$$

$$\frac{61}{14}$$

$$\frac{57}{14}$$

$$\frac{55}{7}$$

$$\frac{58}{8}$$

$$\frac{66}{10}$$

$$\frac{73}{21}$$

$$\frac{88}{50}$$

$$\frac{50}{50}$$

$$\frac{70}{26}$$

$$\frac{71}{15}$$

$$\frac{69}{6}$$

$$\frac{71}{7}$$

$$\frac{75}{14}$$

$$\frac{90}{24}$$

$$\frac{97}{50}$$

$$\frac{110}{50}$$

$$\frac{84}{50}$$

$$\frac{100}{26}$$

$$\frac{108}{24}$$

$$\frac{95}{19}$$

$$\frac{90}{7}$$

$$\frac{93}{8}$$

$$\frac{95}{9}$$

$$\frac{109}{9}$$

$$\frac{133}{14}$$

$$\frac{152}{30}$$

$$\frac{157}{50}$$

$$\frac{98}{50}$$

$$\frac{98}{29}$$

$$\frac{58}{21}$$

$$\frac{54}{17}$$

$$\frac{50}{7}$$

$$\frac{52}{8}$$

$$\frac{55}{9}$$

$$\frac{67}{15}$$

$$\frac{112}{20}$$

$$\frac{125}{50}$$

$$\frac{113}{50}$$

$$\frac{114}{30}$$

$$\frac{78}{23}$$

$$\frac{74}{20}$$

$$\frac{69}{9}$$

$$\frac{72}{8}$$

$$\frac{78}{23}$$

$$\frac{155}{50}$$

$$\frac{173}{50}$$

Sta. + π - Elev.

928.90

T.P. 355 924.44 8.01 920.89

4+00 920.0

4+50 19.2

5+00 19.2

+50 19.5

6+00 20.3

+40 21.0

+52 21.1

+61 21.5

+85 22.2

+95 22.5

T.P. 12.49 935.76 1.17 923.27

27.

2

27.

$$\begin{array}{r} 71 \\ 50 \end{array} \quad \begin{array}{r} 80 \\ 31 \end{array} \quad \begin{array}{r} 51 \\ 24 \end{array} \quad \begin{array}{r} 45 \\ 21 \end{array} \quad \begin{array}{r} 41 \\ 9 \end{array} \quad \begin{array}{r} 44 \\ \hline \end{array} \quad \begin{array}{r} 50 \\ 6 \end{array} \quad \begin{array}{r} 55 \\ 9 \end{array} \quad \begin{array}{r} 183 \\ 30 \end{array} \quad \begin{array}{r} 203 \\ 45 \end{array} \quad \begin{array}{r} 228 \\ 75 \end{array}$$

$$\begin{array}{r} 85 \\ 50 \end{array} \quad \begin{array}{r} 94 \\ 33 \end{array} \quad \begin{array}{r} 94 \\ 27 \end{array} \quad \begin{array}{r} 53 \\ 19 \end{array} \quad \begin{array}{r} 47 \\ 9 \end{array} \quad \begin{array}{r} 52 \\ \hline \end{array} \quad \begin{array}{r} 54 \\ 4 \end{array} \quad \begin{array}{r} 66 \\ 6 \end{array} \quad \begin{array}{r} 130 \\ 12 \end{array} \quad \begin{array}{r} 163 \\ 24 \end{array} \quad \begin{array}{r} 175 \\ 39 \end{array} \quad \begin{array}{r} 190 \\ 50 \end{array} \quad \begin{array}{r} 210 \\ 75 \end{array}$$

$$\begin{array}{r} 100 \\ 11.8 \end{array}$$

$$\begin{array}{r} 100 \\ 15.8 \end{array}$$

$$\begin{array}{r} 91 \\ 50 \end{array} \quad \begin{array}{r} 87 \\ 31 \end{array} \quad \begin{array}{r} 55 \\ 22 \end{array} \quad \begin{array}{r} 49 \\ 10 \end{array} \quad \begin{array}{r} 12 \\ \hline \end{array} \quad \begin{array}{r} 52 \\ 3 \end{array} \quad \begin{array}{r} 140 \\ 20 \end{array} \quad \begin{array}{r} 124 \\ 50 \end{array} \quad \begin{array}{r} 202 \\ 75 \end{array}$$

$$\begin{array}{r} 84 \\ 50 \end{array} \quad \begin{array}{r} 86 \\ 32 \end{array} \quad \begin{array}{r} 77 \\ 28 \end{array} \quad \begin{array}{r} 53 \\ 24 \end{array} \quad \begin{array}{r} 47 \\ 18 \end{array} \quad \begin{array}{r} 44 \\ 12 \end{array} \quad \begin{array}{r} 48 \\ \hline \end{array} \quad \begin{array}{r} 51 \\ 3 \end{array} \quad \begin{array}{r} 105 \\ 12 \end{array} \quad \begin{array}{r} 114 \\ 16 \end{array} \quad \begin{array}{r} 136 \\ 50 \end{array}$$

$$\begin{array}{r} 77 \\ 50 \end{array} \quad \begin{array}{r} 80 \\ 34 \end{array} \quad \begin{array}{r} 71 \\ 31 \end{array} \quad \begin{array}{r} 40 \\ 23 \end{array} \quad \begin{array}{r} 37 \\ 12 \end{array} \quad \begin{array}{r} 41 \\ \hline \end{array} \quad \begin{array}{r} 41 \\ 1 \end{array} \quad \begin{array}{r} 43 \\ 14 \end{array} \quad \begin{array}{r} 125 \\ 22 \end{array} \quad \begin{array}{r} 133 \\ 50 \end{array}$$

$$\begin{array}{r} 70 \\ 50 \end{array} \quad \begin{array}{r} 69 \\ 31 \end{array} \quad \begin{array}{r} 33 \\ 24 \end{array} \quad \begin{array}{r} 32 \\ 19 \end{array} \quad \begin{array}{r} 29 \\ 11 \end{array} \quad \begin{array}{r} 32 \\ 2 \end{array} \quad \begin{array}{r} 34 \\ \hline \end{array} \quad \begin{array}{r} 135 \\ 18 \end{array} \quad \begin{array}{r} 152 \\ 29 \end{array} \quad \begin{array}{r} 158 \\ 50 \end{array} \quad \begin{array}{r} 160 \\ 75 \end{array}$$

$$\begin{array}{r} 63 \\ 50 \end{array} \quad \begin{array}{r} 66 \\ 29 \end{array} \quad \begin{array}{r} 29 \\ 27 \end{array} \quad \begin{array}{r} 26 \\ 14 \end{array} \quad \begin{array}{r} 29 \\ 3 \end{array} \quad \begin{array}{r} 33 \\ \hline \end{array} \quad \begin{array}{r} 135 \\ 18 \end{array} \quad \begin{array}{r} 152 \\ 29 \end{array} \quad \begin{array}{r} 158 \\ 50 \end{array} \quad \begin{array}{r} 160 \\ 75 \end{array}$$

0.6-0.8 st.

$$\begin{array}{r} 29 \\ 50 \end{array} \quad \begin{array}{r} 24 \\ 19 \end{array} \quad \begin{array}{r} 24 \\ 9 \end{array} \quad \begin{array}{r} 27 \\ 2 \end{array} \quad \begin{array}{r} 29 \\ \hline \end{array} \quad \begin{array}{r} 30 \\ 2 \end{array} \quad \begin{array}{r} 130 \\ 18 \end{array} \quad \begin{array}{r} 142 \\ 35 \end{array} \quad \begin{array}{r} 145 \\ 50 \end{array} \quad \begin{array}{r} 154 \\ 75 \end{array}$$

$$\begin{array}{r} 26 \\ 50 \end{array} \quad \begin{array}{r} 25 \\ 36 \end{array} \quad \begin{array}{r} 17 \\ 20 \end{array} \quad \begin{array}{r} 22 \\ \hline \end{array} \quad \begin{array}{r} 20 \\ 2 \end{array} \quad \begin{array}{r} 121 \\ 21 \end{array} \quad \begin{array}{r} 130 \\ 50 \end{array}$$

$$\begin{array}{r} 43 \\ 50 \end{array} \quad \begin{array}{r} 42 \\ 31 \end{array} \quad \begin{array}{r} 20 \\ 25 \end{array} \quad \begin{array}{r} 14 \\ 11 \end{array} \quad \begin{array}{r} 19 \\ \hline \end{array} \quad \begin{array}{r} 20 \\ 2 \end{array} \quad \begin{array}{r} 121 \\ 21 \end{array} \quad \begin{array}{r} 130 \\ 50 \end{array}$$

Sta.	+	π	-	Elev.
		935.76		
7+10				923.3
+50				24.6
8+00				25.7
+50				27.1
9+00				28.3
+50				29.7
+62	Entr. Lt			30.1 ✓
T.P.	12.00	943.02 ✓	4.74	931.02 ✓
10+00				30.9
+50				33.1
11+00				34.5
+50				36.1
+71	Entr. Drive Rt.			36.7

L.

E

R.

14

$$\frac{153}{50} \quad \frac{152}{33} \quad \frac{126}{27} \quad \frac{121}{12} \quad \frac{125}{12} \quad \frac{121}{2} \quad \frac{196}{14} \quad \frac{210}{20} \quad \frac{222}{22} \quad \frac{225}{50}$$

$$\frac{116}{50} \quad \frac{115}{44} \quad \frac{131}{36} \quad \frac{129}{30} \quad \frac{127}{27} \quad \frac{113}{24} \quad \frac{110}{11} \quad \frac{112}{11} \quad \frac{117}{2} \quad \frac{130}{6} \quad \frac{134}{13} \quad \frac{124}{17} \quad \frac{143}{41} \quad \frac{145}{50}$$

$$\frac{73}{50} \quad \frac{106}{36} \quad \frac{100}{21} \quad \frac{96}{13} \quad \frac{101}{3} \quad \frac{102}{3} \quad \frac{110}{6} \quad \frac{112}{10} \quad \frac{51}{19} \quad \frac{58}{50}$$

$$\frac{41}{50} \quad \frac{80}{34} \quad \frac{86}{25} \quad \frac{82}{11} \quad \frac{87}{5} \quad \frac{88}{5} \quad \frac{96}{6} \quad \frac{96}{9} \quad \frac{28}{18} \quad \frac{36}{50}$$

$$\frac{36}{50} \quad \frac{60}{37} \quad \frac{70}{27} \quad \frac{74}{26} \quad \frac{69}{12} \quad \frac{75}{9} \quad \frac{78}{9} \quad \frac{48}{14} \quad \frac{52}{50}$$

$$\frac{18}{50} \quad \frac{38}{38} \quad \frac{56}{29} \quad \frac{57}{12} \quad \frac{61}{2} \quad \frac{60}{2} \quad \frac{56}{3} \quad \frac{48}{8} \quad \frac{45}{50}$$

$$\frac{14}{50} \quad \frac{34}{38} \quad \frac{52}{25} \quad \frac{53}{12} \quad \frac{57}{12}$$

$$\frac{70}{50} \quad \frac{114}{30} \quad \frac{118}{25} \quad \frac{115}{12} \quad \frac{141}{4} \quad \frac{105}{4} \quad \frac{95}{50}$$

$$\frac{55}{50} \quad \frac{98}{32} \quad \frac{104}{27} \quad \frac{102}{13} \quad \frac{105}{2} \quad \frac{99}{15} \quad \frac{91}{15} \quad \frac{76}{50}$$

$$\frac{50}{50} \quad \frac{82}{34} \quad \frac{92}{28} \quad \frac{90}{14} \quad \frac{95}{3} \quad \frac{86}{1} \quad \frac{85}{10} \quad \frac{76}{10} \quad \frac{52}{50}$$

$$\frac{40}{50} \quad \frac{72}{34} \quad \frac{81}{28} \quad \frac{77}{16} \quad \frac{79}{5} \quad \frac{70}{1} \quad \frac{69}{9} \quad \frac{55}{9} \quad \frac{39}{50}$$

$$\frac{72}{16} \quad \frac{70}{8} \quad \frac{63}{4} \quad \frac{44}{50}$$

5/2. + π - Elev.

943.02

11+85

937.4

B.M.

2.04

948.66 ✓

2.40

940.62 ✓

12+00

37.4

+31.0

36.3

+50

36.7

13

35.9

+40

35.1

14

33.4

+50

31.9

15

30.3 ✓

T.P

4.46

934.24 ✓

12.88

929.78

+50

28.4

16

26.1

+48

24.0

Lt.

E

Rt.

15

$$\begin{array}{r} 28 \quad 25 \quad 64 \quad 68 \quad 68 \quad 68 \quad 64 \quad 56 \quad 46 \quad 42 \\ 50 \quad 36 \quad 32 \quad 23 \quad 15 \quad 5 \quad 1 \quad 1 \quad 21 \quad 50 \end{array}$$

Top of Lower Conc. Step of Drilling Rt. (West End.)

$$\begin{array}{r} 24 \quad 33 \quad 52 \quad 63 \quad 63 \quad 64 \quad 62 \quad 53 \quad 35 \quad 26 \\ 50 \quad 44 \quad 30 \quad 23 \quad 14 \quad 4 \quad 1 \quad 1 \quad 32 \quad 50 \end{array}$$

$$\begin{array}{r} 10 \quad 47 \quad 54 \quad 61 \quad 60 \quad 64 \quad 64 \quad 59 \quad 46 \quad 33 \\ 50 \quad 34 \quad 28 \quad 26 \quad 14 \quad 5 \quad 1 \quad 1 \quad 27 \quad 50 \end{array}$$

$$\begin{array}{r} 10 \quad 48 \quad 54 \quad 59 \quad 59 \quad 63 \quad 60 \quad 56 \quad 49 \quad 36 \\ 50 \quad 33 \quad 26 \quad 24 \quad 15 \quad 1 \quad 1 \quad 9 \quad 20 \quad 50 \end{array}$$

$$\begin{array}{r} 11 \quad 51 \quad 56 \quad 67 \quad 63 \quad 68 \quad 67 \quad 63 \quad 41 \quad 27 \quad 38 \quad 44 \\ 50 \quad 33 \quad 27 \quad 24 \quad 14 \quad 6 \quad 7 \quad 3 \quad 16 \quad 22 \quad 39 \quad 50 \end{array}$$

$$\begin{array}{r} 26 \quad 38 \quad 63 \quad 67 \quad 74 \quad 71 \quad 76 \quad 78 \quad 70 \quad 66 \quad 58 \quad 58 \quad 63 \\ 50 \quad 34 \quad 29 \quad 26 \quad 23 \quad 11 \quad 7 \quad 3 \quad 5 \quad 10 \quad 20 \quad 40 \quad 50 \end{array}$$

$$\begin{array}{r} 53 \quad 59 \quad 81 \quad 86 \quad 93 \quad 89 \quad 93 \quad 88 \quad 83 \quad 53 \quad 100 \\ 50 \quad 31 \quad 27 \quad 23 \quad 20 \quad 8 \quad 9 \quad 7 \quad 9 \quad 20 \quad 50 \end{array}$$

$$\begin{array}{r} 67 \quad 74 \quad 101 \quad 104 \quad 110 \quad 107 \quad 108 \quad 112 \quad 109 \quad 105 \quad 100 \quad 105 \\ 50 \quad 28 \quad 22 \quad 18 \quad 16 \quad 5 \quad 8 \quad 8 \quad 11 \quad 12 \quad 20 \quad 50 \end{array}$$

$$\begin{array}{r} 75 \quad 100 \quad 118 \quad 128 \quad 124 \quad 124 \quad 124 \quad 130 \quad 122 \quad 95 \quad 101 \\ 50 \quad 22 \quad 15 \quad 13 \quad 5 \quad 14 \quad 12 \quad 16 \quad 33 \quad 50 \end{array}$$

$$\begin{array}{r} 11 \quad 48 \quad 59 \quad 66 \quad 61 \quad 58 \quad 60 \quad 68 \quad 61 \quad 57 \quad 33 \quad 23 \quad 43 \\ 50 \quad 24 \quad 13 \quad 12 \quad 7 \quad 5 \quad 6 \quad 14 \quad 17 \quad 23 \quad 37 \quad 24 \quad 50 \end{array}$$

$$\begin{array}{r} 60 \quad 60 \quad 60 \quad 82 \quad 86 \quad 83 \quad 81 \quad 81 \quad 89 \quad 80 \quad 55 \quad 69 \\ 50 \quad 33 \quad 17 \quad 13 \quad 8 \quad 11 \quad 7 \quad 15 \quad 20 \quad 35 \quad 50 \end{array}$$

$$\begin{array}{r} 68 \quad 76 \quad 101 \quad 102 \quad 102 \quad 104 \quad 94 \quad 59 \quad 115 \\ 50 \quad 22 \quad 9 \quad 10 \quad 10 \quad 21 \quad 40 \quad 50 \quad 75 \end{array}$$

Sta. + K - Elev.

934.24

16 + 62 Sec thru drive Ct. 923.5

17 21.6

T.P. 8.65 921.18 11.71 922.53

+18 21.2

+50 20.4

18 18.0

T.P. 1.47 920.35 12.30 918.88

+33 16.8

+60 15.4

19 14.7

+42 914.15

B.M. 9.03 911.32 911.30

Lt.

E

Rt

16

79	82	98	
50	41	14	10.7

Est

78	110	123	126	127	119	121	127	116	76	56
50	9	6	1	10	24	27	33	50	75	

Acct
Wheat
Field

37	72	104	105	100	100	95	56	102	100	61	46	11
50	11	7	4	2	11	27	29	34	44	50	100	

33	33	73	128	128	109	108	107	110	117	118	30	25	27
50	18	8	7	5	2	12	25	28	34	43	60	50	

89	69	149	149	136	132	126	128	144	144	56	51	40
50	16	7	5	2	14	28	31	34	44	60	100	

20	15	54	55	49	37	26	32	33	51	51	38	03	103	125
50	16	10	8	7	3	11	29	33	34	38	44	50	100	100

66	56	63	63	62	51	48	44	47	61	60	43	13
50	14	12	11	10	7	9	31	34	40	50	100	

81	81	97	98	64	57	58	65	72	73	75	69	72
50	41	38	35	28	23	50	54	66	78	87	100	

70
150

46
200

C.V.

Spike in P.P. 10' Lt. Sta 19+65

Sta + - Elev.

Levels from Sta. 19+42 = 0+00
South along base line (Victoria St.)
940.35

0+50 913.8

1+00 13.5

+50 13.1

2+00 12.9

+50 12.8

3+00 12.9

4+00 12.2

+50 11.6

5+00 10.4

Lt.

E

Rt.

17

$$\frac{7.0}{1.5}$$

$$\frac{6.6}{1}$$

$$\frac{6.6}{3.6}$$

$$\frac{7.2}{1.1}$$

$$\frac{6.9}{1}$$

$$\frac{6.8}{2.9}$$

$$\frac{7.5}{9}$$

$$\frac{7.3}{1}$$

$$\frac{7.2}{2.7}$$

$$\frac{7.8}{6}$$

$$\frac{7.5}{1}$$

$$\frac{7.2}{1.2}$$

$$\frac{7.3}{2.6}$$

$$\frac{7.8}{5}$$

$$\frac{7.6}{1}$$

$$\frac{7.2}{1.2}$$

$$\frac{7.2}{2.6}$$

$$\frac{7.7}{5}$$

$$\frac{7.5}{1}$$

$$\frac{7.3}{1.1}$$

$$\frac{7.3}{2.4}$$

$$\frac{8.2}{1}$$

$$\frac{8.8}{1}$$

$$\frac{10.0}{1}$$

